





## INTIMATION.

A. S. WATSON &amp; CO., LIMITED.

## VEGETABLE AND FLOWER SEEDS.

SEASON-1894/95.

Orders will be executed in the sequence in which they are received as long as the supply lasts.

## SEED LISTS

with  
MINT FOR GARDENING has been issued and may still be obtained on application.

Our Seeds are all tested before being put up in London. They are packed under our own supervision, and the greatest care is exercised to insure protection in transit.

Seeds should be sown in this weather only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowing.

## CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally; it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each, \$1.75.  
25 lbs. " " \$4.50.

Directions for Use are given on the Label.

## LAWSON'S "NEW PARS"

LAWN MOWERS.  
The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY.  
Established A.D. 1841.

Hongkong, 11th September, 1894.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the business of the Dispensary should be addressed to "The Dispensary," and not to the Editor, who is not responsible for the contents of the paper. All letters for publication should be written on one side of the paper only.

At the General Hospital, 11th September, 1894.

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"Japan," it says, "will have the machinery," the "speculator," the "experience." This is to be accomplished by the use of the system of boycott.

The assumption that there will be a general boycott against foreign enterprises is, however, rather too extravagant to be entertained. Where large enterprises are undertaken involving the employment of foreign capital Japanese co-operation will naturally be avoided, or, the promoters may be trusted to take such precautions as may be necessary for the safety of their investment.

The worst investments could hardly be more unsafe in Japan than they are in the South American Republics, with their frequent revolutions and repudiations, and yet English capital finds its way in that direction in considerable volume.

This treaty does not come into force for five years, and will probably not come into force even then unless the treaties with other Powers are also revised on similar lines in the meantime. Herein the *Japan Gazette* thinks it sees a ray of hope.

Much of our contemporary says, must depend upon the action of France, Germany, and Russia, and "French jealousy of England, will in all probability lead to a refusal to follow the monetary instincts of the nation."

As a matter of fact there is good reason to believe that all the Powers named are favourable to treaty revision. A new treaty with Germany was actually negotiated some years ago, and the only reason it was not brought into force was that the Powers could not find fault with it.

As it would not be surprising to grant, indeed it may almost be taken for granted, that the treaty now concluded with Great Britain was not arranged until the other Powers had been consulted and had signified their willingness to revise their existing treaties in a similar sense. If any of them should refuse, which is unlikely, Japan would simply give notice of the termination of the present treaties, which are all made for specified terms and may be brought to an end on either party giving the notice agreed upon. That the United States will assent to the surrender of extraterritoriality may be taken for granted, and when Great Britain, Germany, and the United States have given up the point, other Powers not any other nation would think it worth while to resort to force of arms in order to continue in favour of her own nationals. There can be little doubt, therefore, that foreigners in Japan will come under Japanese jurisdiction within a period not much exceeding the five years provided as the minimum in the new treaty with Great Britain.

It is urged by the opponents of the new treaty that the law as to divorce in Japan is not satisfactory, that the freedom of the Press is not assured, and that the sanctity of contracts is not recognised by the Japanese Courts, especially when a foreigner is the suitor. As to the first point, no doubt Japan will be a very good place for any man to go to who wishes to rid himself of a disagreeable wife, but we do not suppose it will be very largely availed of for that purpose. Some of the States of the American Union are almost equally convenient so far as the law goes and more convenient as regards accessibility from Europe, but though we occasionally hear of an Englishman making use of the Courts of those States in connection with his matrimonial troubles it does not appear that there is any great rush for that purpose. As to the freedom of the Press, it would certainly be regrettable if Japan interfered with the foreign newspapers in the country, but the right is held by all other countries of exacting such Press laws as may be deemed necessary and it must equally be conceded to Japan when the principle of extraterritoriality is given up.

As to the third point, that the sanctity of contracts is not fully recognised by the Japanese Courts, the remarkable commercial progress made by Japan during the last twenty years and the large undertakings that have been established by private enterprise, such as railways, cotton mills, and steamship companies, would have been impossible had not full recognition been given to contracts and a ready means afforded for enforcing them. It is alleged, however, that when foreign interests are involved the judges will be prejudiced in favour of their own countrymen and that the foreigner will not get justice. But under the present treaty a foreigner having occasion to sue a Japanese, and in this respect the new treaty does not alter his position. Whatever force there may be in the objection, therefore, applies only to cases in which foreigners are the defendants, and we may assume that their grievances as defendants will not exceed those to which they have hitherto been subject as plaintiffs. Any case of substantial injury would of course be made the subject of diplomatic representation, as it would in the case of any other country. The *Caults' Biao Pocket* case, in which English claims redress for injustice done to a British ship in a Dutch port, may be cited as the most recent example of the force of diplomacy (that case) in this connection, and Japan would be subjected to similar pressure under analogous circumstances. If it should be found that Englishmen were as a rule denied justice in Japanese Courts, then it would no longer be worth Japan, but we think nothing of the kind need be anticipated.

Japan's interests are under the circumstances peculiarly bound up with the parity of her judicial system. We think that the revision of the treaties has been undertaken somewhat prematurely, but it is now an accomplished fact, and we cannot see that foreigners are likely to suffer any substantial injury from it. What they are more likely to suffer from is the petty annoyances arising from the irritating officiousness of policemen and other functionaries, which may perhaps prove to be less than anticipated, and against it may be set the substantial gain likely to result from the opening up of the country to foreign residence and enterprise.

There were 1428 visitors to the City Hall Museum last week, of whom 118 were Europeans. The *Norddeutscher Lloyd* steamer, which left Shanghai on the 8th inst., broke down on her way to Fuzhou and was wrecked on the 2nd inst. in lat. 24° 45' N. and long 122° 50' E.

The *Smith* returned to Shanghai on the 1st inst., having sailed for Hongkong and Amoy on the 29th inst.

The *Changsha* from Calcutta and the *Strait*, left Singapore for this port on Saturday evening, the 10th inst.

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NOTICES TO CONSIGNEES

STEAMSHIP "MELBOURNE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London, ex S.S. "Guinevere," from Havre ex S.S. "Guinevere," in connection with above Steamship, are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk in the Godowns of the Hongkong and Shanghai Steamship Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undischarged after Tuesday, the 17th inst., at Noon, will be subject to the following charges:

All Claims must be sent in to me on or before Tuesday, the 17th inst., or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 17th inst., at 3 P.M.

No Fire Insurance has been taken out.

G. D. CHAMPEAUX, Agent.

Hongkong, 6th September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, AND

SINGAPORE.

Consignees of Cargo from the above named Vessel are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Hongkong and Shanghai Steamship Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

This vessel brings on Cargo:

From London, ex S.S. "Cardiff" and "Aberdeen."

From Australia, ex S.S. "Orizaba."

From Persian Gulf, ex S.S. "Molokai," "Assyria," and "Mecca."

Optional goods will be landed by rail to stations as given in the bill of lading before 1 P.M. on the 6th inst.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, when a representative of the goods will be attended to on or before 10 A.M. on the 16th inst., and at 1 P.M. on the 17th inst., after which no Claims will be recognized.

H. H. JOSEPH, Sup't.

Hongkong, 6th September, 1902.

FROM HAMBURG, PENANG, AND

SINGAPORE.

THE Steamship

"GERDA."

Captain F. Ehlers, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their bills of Lading for consignment to the Godowns of the Hongkong and Shanghai Steamship Company, Limited, and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given to the Godowns of the Hongkong and Shanghai Steamship Company, Limited, at Kowloon, before 1 P.M. on the 15th inst., at 4 P.M.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undischarged after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

SIBBSEN & Co., Agents.

Hongkong, 8th September, 1902.

VESSEL ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship

"GERDA."

Captain F. Ehlers will be despatched for the above ports TO-DAY, the 17th inst., at 4 P.M.

This Steamship has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIBBSEN & Co., Agents.

Hongkong, 10th September, 1902.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Proposed Sailings from Hongkong.

On or before (via) Wednesday, Sept. 19, at 1 P.M.

On or before (via) Tuesday, Oct. 29, at 1 P.M.

On or before (via) Saturday, Oct. 26, at 1 P.M.

On or before (via) Tuesday, Oct. 30, at 1 P.M.

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VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE.

THE Steamship

"CHANGSHA."

Captain Williams will be despatched TO-DAY, the 17th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1902.

OCEAN STEAMSHIP COMPANY.

(Taking through Cargo for SINGAPORE, AMOY, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU.)

THE Company's Steamship

"MEWON."

Captain Branch will be despatched as above TO-MORROW, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th September, 1902.

FOR SINGAPORE, AMOY, AND

HAMBURG.

Calling at Nagasaki for Landing Passengers if authorized by the Government.

(Taking through cargo for SINGAPORE, AMOY, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU.)

THE Steamship

"HERTHA."

Captain Th. Hill will be despatched for the above ports TO-MORROW, the 18th inst., at 4 P.M.

This Steamship has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIBBSEN & Co., Agents.

Hongkong, 6th September, 1902.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MAODUFF."

Captain Connolly will be despatched for the above ports on or about THURSDAY, the 18th inst., at 4 P.M.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriter, when a representative of the goods will be attended to on or before 10 A.M. on the 16th inst., and at 1 P.M. on the 17th inst., after which no Claims will be recognized.

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Proposed Sailings from Hongkong.

On or before (via) Wednesday, Sept. 19, at 1 P.M.

On or before (via) Tuesday, Oct. 29, at 1 P.M.

On or before (via) Saturday, Oct. 26, at 1 P.M.

On or before (via) Tuesday, Oct. 30, at 1 P.M.

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THE HONGKONG DAILY PRESS, TUESDAY, SEPTEMBER 17, 1902

VESSELS ADVERTISED AS LOADING

DESTINATION

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